

East Oregonian

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- To follow after what you deem the right;
 - To live according to your high light;
 - For Freedom and Humanity to fight—
 - To dare to speak out thoughts within your heart!
 - To persevere, despite the sneer of fools;
 - To speak, despite the isms and the schools;
 - To stand for truth, despite accepted rules—
 - That is the nobler part!
- Henry Van Dyke.

NATURE IS CHANGED.

They say the shape of the head, the size of its bumps, the curve of the forehead, the contour of the face, the thickness of the neck, the form of the eye, the length and shape of the nose and the peculiar pursing of the lips, all indicate the character and the genius of the man.

These rules of phrenology and psychology have been scattered as wisps of straw in an October gale, by the arts of deception and the studious wiles of the professional fakir.

"Art has changed the stamp of nature." It is no longer possible to rely on the finding of the phrenologist. Men, in their mad frenzy to get rich, to earn a living without work, to wear diamonds and ride in palace cars without effort, have performed all kinds of phrenological and psychological wonders.

Men with flat foreheads, receding chins and pug noses are holding some of the best positions in the world, while splendid specimens of physical and mental perfection with full foreheads and kingly bearing are running wheelbarrows and herding sheep.

They say the long, dreamy, almond shaped eye indicate genius. Men with this perfect form of eye are seen everywhere pounding mules on the back and driving spikes in railroad ties, while the fellow with the round, full shallow eye of the imbecile is found in the art studios, the sanctums and the study rooms, making the thought of the world and generating the vital sparks for the whirling dynamos of civilization.

The rules are no longer infallible. You can't judge the man today by the stars that ruled at his birth. Modern business methods have changed even the decrees of the stars.

You must study the individual today before forming a judgment. All rules are swept aside. Education, culture, contact with the live wires of the world have infused new vitality and implanted new possibilities in men.

LEARN FROM JAPAN.

Let the world learn from Japan. She has taught the nations that it is as necessary in war to be clean as to be brave; that microbes and disease germs are more destructive than bullets and that poor sanitation, even in the temporary military camp, is more deadly than shrapnel.

Japan carries her personal cleanliness into every corner she traverses. The same rigid rules of health are observed in the Japanese boarding cars on the O. R. & N., that have kept the emergency hospitals and crowded camps of the Mikado's armies in Manchuria peculiarly free from fever and disease, and which have resulted in the speedy recovery of the greatest proportion of wounded soldiers of any war in modern times.

Crowded in their diminutive island home, it is necessary that the Japanese be excessively clean, or perish from overcrowding. Therefore, the first rudiment in the training of every brown boy is a personal cleanliness that is almost severe in its rigidity.

In his work on the American railroad track, the Japanese bathes regularly every night, changes off his

working clothes for dry, clean clothing on coming from his work, eats in moderation and eats regularly, takes exercise, but never medicine. The result is that a sick Japanese is as rare as a sick lion.

In the crowded military camps the preparations for sanitation and cleanliness are made before the preparations for cooking. As a result, the soldier is not killed by sickness, but has a maximum vigor at all times to hurl against the emaciated hordes of the Czar.

The United States can learn a lesson from Japan that will be of value in the construction of the Panama canal.

If the government places the laborers on the Isthmus under military control and prepares complete sanitary arrangements before a laborer for the canal is landed on the Isthmus, she can handle that monster task as gracefully from a sanitary standpoint, as Japan is handling her armies in the crowded camps of Manchuria.

Last week a mother of Umatilla county gave consent for her 15-year-old daughter to wed, the ceremony was performed and this child is now a wife, presiding over a home. Society will say that the matter concerns no one except the parties to the affair. It may not in this individual case. This girl may live to love and respect the husband, rear a family in happiness, contentment and honor, and prove an exception to the rule. It is hoped she does. But the principle is wrong. Barring the individual case, the general custom is pernicious. Ordinarily every marriage at this age means a widow, perhaps a couple of orphans, to boot, divorce court expenses and two or three unhappy and disappointed lives. It is unnatural, in the first place, and no matter what the money-mad world says, it concerns society and must be regulated by society. If the ministers would mutually agree not to perform the ceremony for children, this might lead to a wholesome law on the subject.

The whiskey peddlers who are writing the anti-prohibition rot editorials for the Morning Tribune can't dictate nor suggest any part of the policy of the East Oregonian now or at any other time. The Tribune has lost all the respect of even the whiskey men, because they now know they can handle its policy, dictate its every utterance, buy it from top to bottom, and from the devil to the editor with a pittance of corruption fund.

KING GEORGE OF SAXONY.

King George of Saxony died October 15. Concerning this man a writer in the New York Sun says: "George of Saxony was an old man when he came to the throne, being 70 years old when he succeeded his brother, King Albert, on June 20, 1902. A short time after his accession he nearly succumbed to pneumonia and never fully recovered. George was born in Pillnitz on August 5, 1852. His wife was a Portuguese princess, the Infanta Marie Anne, by whom he had five children, the eldest being Frederick August, who succeeds him on the throne. He is 39 years old. Saxony's late ruler, perhaps above all things else a soldier, was prominent in European military circles as the commander for 30 years of the Twelfth Army corps, which was Saxony's division of the German Imperial army. His name was especially revered by the rank and file as the result of his order that the common soldier should be treated with greater respect and leniency. He had no hesitation in criticizing the German military system, and spent a good part of his time in attempting to bring about reforms in the service. As a soldier himself, he many times showed conspicuous bravery. During the Austrian and French campaigns he served with gallantry and often put himself in positions of the greatest danger."

MEAGER SALARIES.

It may be some comfort to laboring men to know that the salary of the poet laureate of England is \$350 a year and a hoghead of wine thrown in.

Of course, this represents only a fractional part of what Alfred Austin really earns; still it is all that he gets for being poet laureate to the English speaking race. This salary is without any prospect of a raise, although it was increased to its present munificent proportions when Lord Tennyson died.

Some time before his death it was decided to increase his salary to that amount, but the government did not decide until after his death. Thus the present poet laureate came in for the raise intended for Lord Tennyson.

Even this small sum is more than the official salary of the Bishop of Winchester, in his capacity of minister to the chapel royal. He receives \$35 per annum. It is an office which requires his presence at Windsor several times each year and the total railway fares from Winchester amount to five times the amount of his salary. The vice consuls of the second class towns in Russia are also badly paid. Their salaries vary from \$25 to \$130, but two-thirds of them get \$25.

David Bell, of Uniontown, Pa., is 96 years of age and has belonged continuously to one I. O. O. F. lodge 76 years.

RAILROAD ACCIDENTS.

The greatest number of collisions reported in these bulletins was due to the failure of the train-order system in some of its parts. Dispatchers gave wrong orders or failed to give orders where they were required; operators failed to copy orders correctly, or did not deliver orders that should have been delivered; conductors and engineers misread, misinterpreted, overlooked or forgot orders.

Seventy-five accidents of this class are noted, resulting in 138 deaths and 825 injuries to passengers and employees. Many of the most distressing collisions that have occurred in this country were due to mistakes in orders, and the regularity and frequency with which such accidents occur emphasizes the necessity for radical improvement in the methods of handling trains by telegraphic orders, or the abolition of the train-order system entirely.

It is noteworthy that four of the above 75 collisions, resulting in 14 deaths and 84 injuries to passengers and employees, and a property loss of nearly \$100,000, were due to identical mistakes in reading orders—the overlooking of "2nd" or "Second."

The following is a typical example of this sort of error: "Conductor and engineer of one train misread orders. They had a '19' order against 'Second No. 1,' but read it 'No. 1'; engineer was killed. Being on form 19, the order was not read by the operator to the conductor and engineer." This mistake caused a butting collision between a passenger and a freight, in which four persons were killed and 60 injured.

It may be observed that the collision at Warrensburg, Mo., on October 10, in which 39 persons were killed and an equal number terribly injured, was another instance of this sort of error. Such identical errors emphasize the need of some change in the scheme of numbering or naming trains or in writing the numbers or names in dispatchers' orders.

A collision between a passenger and a freight train, in which 22 persons were killed and 25 injured, was due, also, to misreading orders. The conductor of the freight train read 1 hour and 20 minutes, but the order was written 20 minutes. Collisions due to operators copying orders wrongly or failing to deliver orders are numerous.

One collision was due to the engineer of one of the trains misreading the name of the station written in his order. Mistakes of dispatchers are not so numerous, but there are several cases of lap orders and failure to make meeting point.—From "Railroad Accidents in the United States," by Edward A. Moseley, in the American Monthly Review of Reviews for November.

ITER SUPREMUM.

Oh, what a night for a soul, to go!
 The wind a hawk, and the fields in snow;
 No screening cover of leaves in the wood,
 Nor a star abroad to show the way.

Do they part in peace—soul with its clay?
 Tenant and landlord, what do they say?

Was it sigh of sorrow or of release
 I heard just now as the face turned gray?

What if, aghast on the shoreless main
 Of Eternity, it sought again
 The shelter and rest of the Isle of Time,
 And knocked at the door of its house of pain?

On the tavern hearth the embers glow.
 The laugh is deep and the flagons low;
 But without, the wind and the trackless sky,
 And night at the gates where a soul would go.

—Arthur Sherburne Hardy.

Admiral Dewey is expected to represent England's interests on the board to settle the present dispute between Russia and England.



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Very often a married woman or young girl does not know who to turn to for advice in circumstances where she dislikes to talk with the family physician about delicate matters. At such times write to Dr. R. V. Pierce, chief consulting physician to the Invalids' Hotel and Surgical Institute, of Buffalo, N. Y., for free consultation and advice, and the same will be held as sacredly confidential. It is foolish to consult women friends or persons without medical training.

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